

TOKEN TOPICS

of the

CALIFORNIA ASSOCIATION of TOKEN COLLECTORS

March, 1976
Issue #60

JOHN M. BARNES
Editor

MARCH MEETING: Our next meeting will again be held at the home of the association secretary Mrs. Elaine Willahan, 516 West 99th Street, Los Angeles, Calif. 90044. Use the Century Blvd. offramp from the Harbor Freeway; she is just to the west. We expect a very enjoyable gathering....Roland Atwood and Gordon Smith are both celebrating their 80th birthdays, and we hope everyone can be present to offer congratulations to our well-known and faithful members. ALSO: Vice president/program chairman Bob Carter has arranged for Paul Thompson to speak to us on the topic "Venice Railway Tokens and Pictures". There should be a lot of interest as well as a little nostalgia for all of us in this program. Meeting date: March 21; 1:30 PM.

DUES: I hate to bring up this subject again, but some of our members have not yet paid 1976 dues. Secretary Elaine Willahan advises that she will discontinue mailing Token Topics as of the May issue if she has not received payment by then. It's easy and cheap: just send \$2.00 to Elaine at the address given above.

1976 MEETING At the January meeting, the membership agreed to set the meeting places SCHEDULE: for the balance of 1976 as follows (all on Sunday): May 16-home of John and Virginia Barnes in Sherman Oaks; July 18-home of Frank Roselinsky in Van Nuys; September 19-Outing at location to be determined; November 21-home of Bob Ritterband in L. A.

MEMBER HONORED: Our member Duffy Waldorf hit the jackpot-a well-deserved one-when he won the 1976 junior achievement award at the recent NASC convention in Los Angeles. For full details, see Coin World for March 10-page 9. Congratulations, Duffy.

UNCLE SAM At our last meeting, I was presented with a trial listing by date and PLAY MONEY: mintmark of these interesting items by one of our members. I became curious and was able to add a large number of additional dates to the listing. Finally, last month, the famous light bulb over my head lit up, causing me to write to the coiners, Grove-Tex Industries of Waco, Texas. I asked for the company records of dates issued by denomination, and also asked about the significance of the "mintmarks". The very gracious manager of Grove-Tex, Peggy Grove, has responded, and I am reprinting her entire letter on the reverse of this bulletin. I and the entire membership of CATC thank Mrs. Grove for her considerable trouble in this matter.

UNCLE SAM Since we have already located a number of dates/mintmarks not listed in FOOTNOTE: Mrs. Grove's letter, I am listing the additional items below. I am hoping to make a final listing by the end of the current year, so would appreciate knowing from you out there of any that should be added to my list. Waco is quite a prolific mint, I would say!

1¢	5¢	10¢	25¢	50¢
1950	1950-W	1949-W	1949	1970-Q
1969-B	1953-W	1953-W	1950-W	
1955-W	1970-Q	1972-Q	1974-Q	
1966-B		1953	1963-B	
			1958-W	

SAMBO'S I have heard rumors that Sambo's has raised its coffee price to 30¢ per cup. Is there any truth in this? The current inflation should soon make millionaires out of any Sambo's token collectors in our group!



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"Money . . . To Learn With"

Industries
WACO, TEXAS 76703

February 23, 1976

Mr. John M. Barnes
P.O. Box 5152
Sherman Oaks, Calif. 91413

Dear Mr. Barnes,

Thank you for your inquiry of February 4, 1976. We have researched our files and found the following dates which were imprinted on the coins:

Penny	Nickel	Dime	Quarter	Half
1949 W	1954 W	1954 W	1953 W	1949 W
1950 W	1955 W	1954	1954 W	1953 W
1953 W	1957 W	1955 W	1955 W	1954 W
1962	1961 B	1957 W	1959 W	1956 W
1964	1963 B	1958 W	1965 B	1964
1965	1964	1960 B	1967 B	1969
1966	1965 B	1961 B	1969 B	1972 Q
1970 Q	1966 B	1963 B	1970 Q	
1974 Q	1968 B	1964 B		
	1969 B	1965 B		
	1974 Q	1966 B		
		1967 B		
		1969 B		
		1970 Q		

Grove-Tex Industries began under the name of Waco Tex and we think that the "W" imprint refers to the "W" in Waco Tex. In 1956, Waco Tex was bought by Mr. O.T. Grove, at which time, he changed the name of the company to Grove-Tex Industries. The other two imprint letters "B" and "Q" refer to the companies which made the dies for us, Byford Equipment and Quality Manufacturers. These imprints were placed on the coins so that we could tell who had made the dies. Several of the dies were made by other companies which failed to put the imprint letters on the dies. The company is presently owned by Mr. Jack W. Grove, the son of Mr. O.T. Grove.

Grove-Tex play money is manufactured for use in both toy packs and educational money kits for use in schools.

Again, thank you for your inquiry and if we can be of further assistance, please contact us.

Sincerely,
GROVE-TEX INDUSTRIES
Peggy Grove
Peggy Grove, mgr.

TOKEN TOPICS

of the

CALIFORNIA ASSOCIATION of TOKEN COLLECTORS

May, 1976
Issue #61

JOHN M. BARNES
Editor

MAY MEETING: Virginia and I wish to welcome all of the Association membership to our home at 4021 Pacheco Drive, Sherman Oaks for the May meeting. Events will be starting at about 1:30 PM on Sunday, May 16; and we hope to see a good crowd out to look at our flowers and do a little token trading.

I suppose that you will want directions...most everyone seems to get lost trying to find our house. Directions are as follows: From northbound San Diego Freeway, use Ventura Blvd. off-ramp to Sepulveda Blvd. Return back on Sepulveda about three blocks to Valley Vista and make a left turn. Wind around on Valley Vista for about three quarters of a mile, then turn right on to Stone Canyon. Go about one block, then turn right on Pacheco Drive and proceed another block to our house. If you're coming in from the westbound Ventura Freeway, use the Van Nuys Blvd. off-ramp, and turn left to Ventura Blvd. Turn right on Ventura to Kester Ave., and make a left turn to Kester. Proceed south on Kester about one half mile to Valley Vista. Turn right on Valley Vista, then left onto Stone Canyon, then right onto Pacheco as described above. If you are disastrously lost, telephone 783-6745 for some even more confusing instructions and guidance.

We will be having another interesting program this time: Elaine Willahan has offered to present a talk and display on Crackerjack Prizes. Since she has one of the best collections of these items in the Los Angeles area, the presentation should be a good one.

As another special attraction, we are going to have a free prize drawing for all attending members. Seems that member Ed McClung has sent the Association the net amount of \$11.00 to be used for a drawing at the May meeting. I haven't yet decided whether there will be just one big prize, or several, but I think that the prizes will be most attractive in any event. Naturally, our thanks go to Ed for his thoughtfulness in this gesture.

JANUARY MINUTES: The January meeting, held at Elaine's house, was attended by: F. Gordon Smith, Claire Smith, Robert Ritterband, Roland Atwood, George Ticknor, Robert Carter, Arthur Lee, Jeff Alpert, Steve Alpert, Andy Crusen, Elaine Willahan, Robert Kubach, Les Hawthorne, Paul Thompson, Frank Roselinsky, James Manning, Ken Smith, Larry Elman, and John and Virginia Barnes. Guests were: Harriet Carter and Diana Elman. John Barnes, the new president, outlined his plans for the year for the association.

MARCH MINUTES: The March meeting, also held at Elaine's house, was attended by: Steve Alpert, Roland Atwood, Bob Carter, Andy Crusen, Robert Kubach, John Barnes, Virginia Barnes, James Manning, Edrick Miller, Phillip Pearson, Claire Smith, F. Gordon Smith, Ken Smith, Les Hawthorne, George Ticknor, Bill Whalen, Paul Thompson, Robert Ritterband, and Elaine Willahan. Guest at this meeting was Sue Whalen. ~~Paul~~ gave a fascinating talk about the turn-of-the century miniature railroad which operated in Venice...complete with steam locomotives. The wonder to me is that both of the locomotives still exist. I'm hoping that at our annual picnic we will be riding behind that locomotive (one of the two) at Whittier Narrows Park. What do you think?

~~Paul~~ illustrated his talk with contemporary postcards of the railroad in action. It didn't issue tokens, he says, but he brought other tokens used in Venice for display.

SIGHTSEEING: Since the Los Angeles Times has a travel section, you will have to put up with ~~one~~ here. Follow my logic???? Well, anyway, Virginia's and my recent experience seemed worth mentioning here in view of the large number of rail enthusiasts in our Association. At the end of April we were headed east on Highway 58 from Bakersfield and saw at the Keene turnoff a marker for the "Tehachapi Loop". We had heard of this and were curious, so we downed a hurried root beer and then drove three miles eastbound, parallel to the new highway 58. We passed old footings for railroad water towers (pause for wave of nostalgia), and had the eerie feeling of having a large train pace us as we drove along. It seems that there must be a train every ten minutes on that stretch of track...in the course of our short detour we saw three or four. Finally, we reached the definitive historical marker, which offers a broad view of this engineering marvel, which we learned had been built more than a century ago. The grade is steep in this area of the mountains, so it was necessary for the engineers to design a means whereby the trains could gain altitude at a reasonable rate. The solution was to have the trains go through a little tunnel, then double back on themselves and cross over the same tunnel while gaining altitude. Since the distance between the tunnel mouth and the tunnel crossover is less than one mile, the train's head literally crosses over its tail. We had no sooner parked when a train obligingly filled the entire loop for us, complete with helper engine in the middle. We thought how the engineer must feel, being able to see his entire train without averting his head. This was certainly the most remarkable sight of our trip, and we do recommend it to all of you. One thing: bring your camera. Ours didn't have any film in it! Wide angle lens is recommended. We guarantee you'll wish for real steam again...what a sight that must have been on the Loop.

FRENCH TOKENS: With this short article, I am starting a series to acquaint the readers with new token horizons. Of course, the fields that I will be discussing are ones in which I have specialized over the years. I wish to try to pass on to you some of the good fun that I have had in exploring something new.

The French Emergency Tokens of the period 1914-1922 are a good place to start. These pieces, many of which are works of art in the French tradition of fine arts, The author of the standard reference on these tokens, A Catalogue of French Emergency Tokens of 1914-22 by Robert A. Lamb, states that ordinary French coinage was driven from circulation by economic events resulting from World War I. The French population wasted little time in devising two new types of tokens: "billetts"-paper or cardboard money; and the metal tokens which are cataloged by Lamb. Lamb specifies that approximately 1000 varieties were struck in metal; he catalogs all that were known to him as of 1967. He does not catalog any of the billets; sad to say, these are mostly lost today because of their fragile nature. Lamb advises that the billets were probably several times as common as the metal tokens at the time of issue.

Issuers of metal tokens in this series were mainly municipalities, although military organizations and merchants also played a part. Many of the pieces were also issued by transportation companies, but were used-it would seem-as much for currency as for transportation. The metals used are to be expected: iron, brass, aluminum, and zinc. Every once in a while, in true French "essai" style, a special issue appears struck in silver. An attractive aspect of the collecting of these items is that they were also issued in places such as Algeria, Djibouti (French Somaliland), Comoro Islands, Syria, and Gabon---all places of great interest to today's numismatist.

Prices of these tokens are truly "right". Most of them are quite common in very fine condition, even if seldom seen in the United States (the French have lots of them but don't seem interested). Fifty cents is about average, with uncirculated pieces running in the range of \$2.00 each. I imagine the more exotic pieces must be both scarce and expensive today. Lamb's prices are strictly ten years ago..nothing over five dollars! Still true of most of these pieces, however.

TOKEN TOPICS

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July, 1976
Issue #62

JOHN M. BARNES
Editor

JULY MEETING: Frank Roselinsky has graciously invited all of the Association members to his home for the CATC meeting which will be held on Sunday, July 18, 1976 beginning at about 1:30 PM. Frank lives at 13213 Aetna Street, Van Nuys. To get there, go on the Ventura Freeway to the Coldwater Canyon offramp and exit, proceeding north on Colwater to Oxnard Street. Turn west on Oxnard and proceed only a short distance to Atoll. Turn north and go only one block; whereupon you will find yourself on Frank's short stretch of Aetna. (If you think these instructions are complicated, wait until next issue when you have to find our picnic!). Frank has a telephone if you get lost: 781-5509. We're going to have good refreshments, intense business activity, and a good program featuring Andy Crusen speaking on Railroad Keys. Last, but not least will be the door prize drawing for a beautiful silver dollar donated jointly by Ed McClung and the CATC Board of Directors. How about turning out in force to make this meeting an attendance record!

MAY MINUTES: The May meeting was held at the home of John and Virginia Barnes in Sherman Oaks, at which time Virginia made her great cheese cake (the Editor likes this goodie but hardly ever sees it unless guests come). Members attending were: Jeff Alpert, Steve Alpert, John Barnes, Virginia Barnes, Robert Canter, Andy Crusen, Larry Elman, Arthur Lee, Steve Lipshie, James Manning, Robert Manning, Ken Smith, George Ticknor, Bill Whalen, and Elaine Willahan. We also welcomed guests: Harriet Carter, Eleanor Smith, and Sue Whalen. Elaine Willahan shared with us knowledge of her wonderful store of collector's items in the form of her talk on Crackerjack Prizes. She accompanied the talk with a huge display of these items of Americana, some dating back to the turn of the century. This Editor never knew that Crackerjack issued an entire series of medals of the Presidents of the U. S. in the 1930's, thus entering the field of numismatics. Perhaps this would be the time for the company to do it again, in light of the present interest in numismatic collecting...after all, Shell did it in a memorable way before the gasoline shortage. So...our thanks to Elaine, and we hope that she will speak to us again in the near future about another facet of her many interests.

NEW MEMBER: The Editor wishes to welcome into membership Ron Lerch of Sacramento (Mail: P. O. Box 8149, Sacramento 95818). Ron specializes in U. S. Territorial tokens, and also showed me a number of really choice California trade tokens. We hope that Ron will be able to attend a meeting...at least.

GERMAN WAR TOKENS: The Editor got started collecting these pieces when a San Bernardino coin dealer dumped a collection of them out on his counter ten years ago. The sight of all that zinc was so inspiring that I willingly paid the seventeen cents each that he wanted.....then it took five years before I got around to classifying them. When I did, I found that some were true rarities. For those not yet initiated, these tokens; struck mostly in zinc, aluminum, and iron; were issued to take up the slack resulting from the lack of small coins in circulation during World War I in Germany. They are the metallic companion of the very well-known paper notegeld, but unlike the paper version were made mainly for commercial use rather than as souvenirs. From an artistic point of view, many are extremely attractive in a precise and Germanic way; but the fact that most are struck in the basest of metals somewhat detracts from their interest to collectors. I understand that Germans are very interested in this series, and that the price of rarities can go well into three figures (U. S. Dollars).

Large numbers of the commonest of these tokens have made their way to the United States, probably in the pockets of U. S. servicemen returning to their homeland. Since that time, these pieces have resided mainly in junk boxes until recent times, when coin dealers recognized that everything that was round and metal, no matter how worn and corroded, had the potential to sell for a high figure. Thus, today, we most often see the superabundant pieces from Trier and Coblenz...usually at prices like \$1.00 each. For common pieces in average condition a fair price is twenty five cents; for the rare ones the collector can expect to spend some real money. The ~~Standard~~ reference for these tokens is the Catalog of German War Tokens, by the versatile Robert A. Lamb. Unfortunately, the catalog was published in 1966, and no updates have appeared since. While incorporating all known tokens issued by chambers of commerce, municipalities, districts, cities, provinces, and some banks; the reference deliberately omits tokens issued by transit companies, prisoner-of-war camps, and private business firms. Also unmentioned are the famous porcelain pieces (one wonders if the latter really circulated). I am advised that the Germans have taken up the slack in cataloging that has existed for some ten years, and now publish some very comprehensive catalogs. In numbers, including all issuers, there are several thousand issues....a collecting task for a lifetime.

EDITOR'S PREFACE Some years ago, while employed by the old State Department of Social Welfare, I had the pleasure of meeting Mrs. Helen De Nayer, my co-worker. It was she who was responsible for introducing us to the concept of train travel in Mexico. About the same time, I also learned that she was a streetcar motorman (woman) in Los Angeles during World War II...a success in a normally male-dominated field. She loaned me her 1962 manuscript telling of her experiences, which I am presenting to you below.

A MORNING IN THE DAY OF A STREETCAR OPERATOR

by Helen DeNayer

From four to five-thirty on every weekday morning in the hours when only an occasional light would snap on in the rows of dark houses and footsteps would echo only now and then in the empty streets, a tremendous noise of clanging, banging and shouting in the carhouse and yards of Division 5 shattered the pre-dawn quiet darkness for blocks around. Under the brilliant floodlights motormen and conductors, their gear clanking at their sides, hurried up the steps into the Division or dashed in and out of Joe's Cafe, where the continual opening and closing of the door released into the damp air tempting whiffs of fresh coffee aroma and briefs of juke box music. From the yards came the rattle of the switching chain, the sharp clang of the rail, and the creaking and groaning and loud blasts of released air of the big yellow streetcars whose glaring headlights made them appear to be so many Cyclopean monsters issuing from the blackness of the barn. Men called to one another and the switchman yelled at tardy operators to "get that car ready in three minutes and into its place in line!".

Like the Mail, runs had to go out on time, and getting them out was an exciting business. In all the five years that I worked as an operator the drama and the noise and hurry of the scene never failed to thrill me and remind me of adventure. The incongruity of my particular role in this drama heightened my enjoyment of it. I could never quite get over feeling a faint surprise as I glanced at myself each morning in the full-length mirror just inside the door of the Division Room. A placard posted beside the mirror reminded the operators to check their uniforms, ties, and shoes for neatness as well as their work for "Safety, Courtesy, and Service".

(Continued in the next issue)

TOKEN TOPICS

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September, 1976

Issue #63

JOHN M. BARNES
Editor

AN ANNIVERSARY: This issue of Token Topics marks the tenth anniversary of publication, and also the tenth anniversary of your editor's membership in CATC. I came to my first meeting back in 1966 at Bob Ritterband's house...the same meeting announced by the first issue. Back then, F. Gordon Smith was breaking up the last of his large collection of transportation tokens, and CATC was basking in the glow of the prior month's A.V.A. Convention at Disneyland (we had hosted it). We've come a long way since then, but feel fortunate to have most of the same members still with us. Here's to the next ten years!

A LOSS: I don't want this issue to pass by without noting the death of long-time member James Manning just prior to our July meeting. Jim was a highly active token collector right to the end, and a very nice person. We'll miss him.

SEPTEMBER MEETING: Our next meeting will take place on Sunday, May 19, 1976 at about 1:00 PM just south of Legg Lake in the Whittier Narrows Recreation Area. Needless to say, this is our annual picnic. Since picnic tables in this area are both hard to get on a Sunday and quite close together, Bob Carter and I suggest that members bring blankets and folding chairs to set up in the event of need. Bob is going to be in the area early to try and set aside a table...if appropriate and possible. In any event, Bob will post the CATC sign on the fence where we will be. We will be eating near the miniature railroad station, which is to the left of the parking area. The anticipated picnic tables to the right of the station. To reach the parking area, go on the San Bernardino or Pomona Freeway and take the Rosemead Blvd. offramp. Go south on Rosemead until you reach San Gabriel Blvd./Durfee Ave. (They are 180 degrees to each other at this intersection). Go east (left) on Durfee approximately one half mile until you come to the parking lot, which is on the north side of Durfee. If you would like to see this on a map, the location is Thomas Bros. Atlas, page 47, 4-5 & B-C. Don't forget to bring your lunches! We, of course, can look forward to a ride behind a real steam locomotive....so come and enjoy!

JULY MINUTES: Our meeting was held at the attractive home of member Frank Roselinsky in Van Nuys. Members present were: Jeff Alpert, Steve Alpert, Roland Atwood, John Barnes, Virginia Barnes, Robert Carter, Andrew Crusen, Larry Elman, Phillip Pearson, Robert Ritterband, Frank Roselinsky, Ken Smith, Kirk Smith, George Ticknor, and Elaine Willahan. Guests on hand were: Diana Elman, Bertha Rogers, Norma Roselinsky, and Eleanor Smith. Door prize winners (a choice silver dollar) were Andy Crusen and Larry Elman. We were honored to have Andy Crusen speak on the subject of Telegraph Keys. Not only did Andy speak, he brought a sizeable portion of his collection of these fascinating instruments. He displayed ones a century old, others used in the German Army in World War II, and even some made as presentation pieces. Never before has your editor thought of these items as something to be collected. Many thanks to Andy for introducing us to something new and interesting.

1977 AVA CONVENTION: I have learned that the 1977 AVA Convention will be at the Ormsby Hotel in Carson City, Nevada during the dates August 12 to 14, 1977. I know that I'm going to be there....and I certainly hope all other CATC members will be, too. What a great place to have a convention!

A MORNING IN THE DAY OF A STREETCAR OPERATOR

By Helen DeNayer

(continued from the last issue)

Indeed, my blue-gray uniform with the Eisenhower jacket and woman's trousers were tailored and creased to a degree that often drew, during my first few days on the job, friendly but sometimes disconcerting remarks from the men. After a week of needing a man to tie my tie, I finally mastered the four-in-hand knot so that I could, like the others, tie it on the run. My hat eventually acquired the "correct" degree of limpness and wear and lost the cardboard stiffener and neat points that mark the "greenhorn".

Though I never lost the spirit of adventure or the pleasant anticipation of new experiences which each morning was sure to bring; and though through seniority I could stop being an "extra man" and bid my own regular run which left the carhouse at 5:19 sharp; my greatest achievement was losing the feeling of being a creature from another world when I entered the Division each morning. That room was a man's world filled with acrid blue haze caused by cigar smoke and the sound of rough jokes and rough laughter, of cards slapping a table, of far-from-delicate expletives over some accident or encounter, and of coins clinking on the tables. Groups of men sat at the tables joking or joshing; others sat alone morose or even hung-over watching the clock; some at the mark-up board filled out running-time schedules; a few sprawled out asleep on the benches. It became routine for me to parry jokes, disregard the cigar smoke, and contribute my share of anecdotes and tales of adventure out on the line while getting my transfers and car number from the clerk and my change from the cashier. At a quarter to five I'd synchronize my railrod pocket watch and punch my transfers while sharing a last minute cup of coffee from Big Louie's thermos.

The men taught me to roll a handful of coins in the palm of my hand and how to let them slide smoothly into the changer. They made fun of the stuff I carried in my tackle box, for beside the usual extra rolls of tokens, zone maps, switch plug, fare box cards, hat checks, and pencils; there were hairpins, lipstick, comb, mirror, kleenex, and Mercurochrome.

At five o'clock it was time for me to hurry out to find my car in the barn. I learned, after a few bad moments at the beginning of my career, to walk quickly but carefully along the narrow catwalk over the pits. In five minutes I could change the destination sign, put up the trolley while leaning out over the pits, turn on the air compressor, check the fuses, check the sand, check the lights, turn the seats, carry the farebox to the other end of the car, hang up the car numbers, take the farebox reading, release the air and, feeding up gently to five points of power and "throwing off" for circuit breakers on the wires above, smoothly maneuver the lumbering twenty-five ton car out past the switchman's shack.

Out on the street at 5:18 $\frac{1}{2}$ the switchman pulled my front trolley while I pulled the back, and with two loud bells and a wave I was on my way through the city. At every stop crowds of people were waiting to go to work. Some were old and tired and slow, some young and some happy, some mean and obnoxious. There were one dollar bills and five dollar bills to be changed while answering interminable questions and giving directions. There were pleasant greetings and grouchy complaints and traffic problems added to the human problems.

(concluded in the next issue)

TOKEN TOPICS

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CALIFORNIA ASSOCIATION of TOKEN COLLECTORS

November, 1976
Issue #64

John M. Barnes
Editor

NOVEMBER MEETING: The November meeting will be held at the home of the Association Secretary, Mrs. Elaine Willahan, 516 West 99th Street, Los Angeles, California 90044. Date and time of the meeting are: Sunday, November 21, 1976 at 1:30 PM. Use the Century Blvd. offramp from the Harbor Freeway; Elaine is just to the west of the freeway. Remember now: there is just the barest possibility that she might bake some of those fantastic pastries again! That chocolate dessert is enough to bring someone to the meeting who doesn't even know what a token is. In addition, Bob (Kingmaker) Ritterband has been appointed to bring in a slate of candidates for 1977, and elections will therefore be held. The program, as arranged by and to be given by Bob Carter, will be Postage Currency. A display will accompany the talk, and it should be a great pleasure for us to again see some of those lovely little notes.

SEPTEMBER MINUTES: In the absence of your President, who was on his way home from Sequoia National Park, the September meeting was presided over by Vice President Bob Carter. He reported: Sunday, September 19, held a few surprises for those attending our CATC Picnic at Legg Lake. Rather than the sunny, warm day we have come to expect for our picnic, the day dawned overcast and cool. Next, after pondering an empty station for some time, we learned that the little steam train had abruptly halted operation because of a lack of insurance. The preceding Sunday was the last time the train had run, and the gentleman who owns the engine said it is unlikely that the train will run here again. However, there was a bright side because those attending had a good time talking, watching the lake activities, and, last but not least, devouring the delicious brownies and cookies baked by Eleanor Smith. In addition, Frank Roselinsky brought everyone copies of "Truck 'N Along", which contains a very interesting article about "Trolley Square", an unusual shopping-browsing center in Salt Lake City, Utah. Secretary Elaine Willahan further reported that Frank also gave a report on the recent convention. Members present were: Robert Carter, Andy Crusen, Art Lee, Frank Roselinsky, Ken Smith, Kirk Smith, Bill Whalen, Elaine Willahan. Guests present were: Harriet Carter, Carolyn Lee, John Lee, Michael Lee, and Eleanor Smith.

DUES AGAIN: I want to be sure that this particular paragraph is on the front page so that everyone will be sure to see it. Would all of you who are not going to be present in person at the November meeting please extract two dollars (\$2.00) from your purses, wallets, and checkbooks; then send the funds to our Secretary, Elaine Willahan, at her address as given above. Remember, for what you get that two dollars is pretty cheap. Think of it: Token Topics, trading, buying, selling, companionship, delicious food, and intellectual stimulation. May we hear from you very soon? Those dues, of course, will see you all the way through 1977.

SWAP MEET: Your editor had a good time on Sunday, October 31. This was the day of the Antique Car Swap Meet at the Rose Bowl in Pasadena. It's difficult to imagine all of those lovely old cars in all degrees of condition being all in one place. I mean: EVERYWHERE. Inside and outside the gates, and most of them for sale. My heart melted when I came across a lovely 1950 Dodge business coupe which would have meant a big step up in status from my present 1950 Plymouth two-door sedan. He wanted \$1950.00 for it (negotiable). How lovely!

Anyhow, I stiffened up my resolve and left the scene as fast as I could. One never knows what will happen when an owner really wants to sell a car. I commend this event to all of you token collectors out there...somehow, it just "fits". In addition to many cars, thousands of parts, books, magazines; items not related to autos are also sold. I saw a fair amount of things that belonged in garage sales, plus went through token boxes at two or three tables. I found quite a bit of "L. A. Stamp"-type material (too good to be true-and definitely fantasy), plus a number of boxes of real items in the token line. The latter gave me the distressing impression that they had previously been combed through by both Elaine and Andy! Anyhow, the event was a failure for tokens but fun for cars. Try it: you'll like it!

A MORNING IN THE DAY OF A STREETCAR OPERATOR

BY Helen DeNayer

(concluded from the last issue)

The schedule had to be kept at all costs; the life and business of the city had to be kept moving. My day had begun like every other day but it would never be exactly like any other. There would always be as many different varieties of problems to solve and situations to meet as there were people.

It wouldn't always be an easy morning. There would be fogs to creep through while straining eyes and ears, rain to run in my eyes and down my neck, or sun broiling through the window, causing heat that made the wool serge trousers a suit of torture. There might be accidents, delays, fights, or thefts. But whatever each morning brought it was always clear to me that, for a while, I felt the pulse and heartbeat of the city.

THE BOOK REVIEW: A few weeks ago I was wandering ⁱⁿ a large, well-known local coin store when I stumbled (again) across a familiar pile of books that seemed to have been for sale for some time. Since the store is of the bullion sales type, I was not surprised at the lack of sales for this particular title: American Business Tokens by Benjamin P. Wright, Second Book Edition, 1972, by Quarterman Publications, Inc. The first edition, as noted by the Foreward, was issued by the Tokens and Medals Society, and quickly sold out. The entire work was originally published between 1898 and 1901 in serial form in the Numismatist. The interesting advantage of this work over other similar listings is that all items described therein can definitely be ascribed to the nineteenth century. The catalog covers tokens from all of the United States, its territories, and Puerto Rico. Tokens are listed alphabetically, so the result is scrambled in categories but easy to use from a reference standpoint. And, what a variety of tokens is to be found! This is a "must" for transportation token specialists....all those census tokens are there. In addition there are store cards (non-denominated), late 19th century merchant's tokens, Hard Times Tokens, Military tokens, early New York State Tokens, club passes, and just about anything else that one can think of. Wright didn't stop at listing mavericks, either...there are dozens of them, as puzzling now as they were seventy five years ago. Most pieces of all types are listed without comment, but on occasion Mr. Wright recorded his detailed knowledge of certain pieces. Sometimes, too, he cross referenced pieces to famous sales of the time. Many pieces are illustrated with excellent line drawings. It's a joy to sit with this book and try to count the number of pieces in your own collection that are listed. I was lucky, and managed to bargain the book down to \$6.00 from its (my approximation) original retail price of \$10.00. There are four more copies in the store which I imagine the staff would like to get rid of. If you out there would like me to get you a copy at the approximate price of \$6.00 plus tax, drop me a line a P. O. Box 5152, Sherman Oaks, Calif. 91413 and let me know.